

RUDDER FLUTTER

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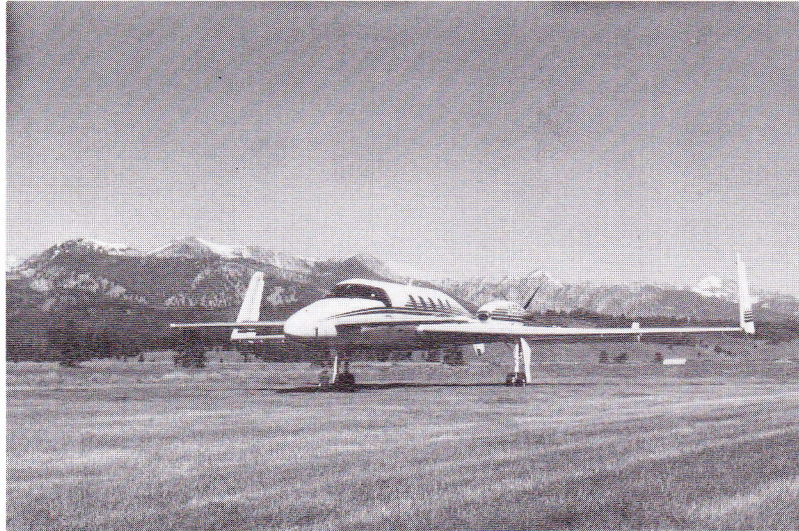
THE BALLAD OF THE SMILEY CREEK STARSHIP

(with apologies
to Robert W.
Service)

There are strange
things done in the
light of the sun,
by the men who fly thru the skies.
With engines a roaring they go off a soaring,
to find dreams they live in their lies.
Now the Smiley Creek ramp ain't known by a
bunch, but it's legend will grow over time.
Since the Starship has come and then safely
departed, what's next to park on it's line?
I hee'd it was true and the picture don't lie
but it's hard to believe it ain't boast
that some time ago, when the stories ran low
the Smiley Creek Starship was more than a
ghost.

Yes, Virginia, there really is a Starship. That
might have been a logical comment made by
someone passing by the Smiley Creek Airstrip
last summer as the Beechcraft Behemoth low-
ered from the skies to settle softly on the sod
strip in the Stanley Basin.

This unlikely event transpired as the result of one
professional pilot's interest in the area during a
casual sightseeing trip through the Stanley Basin
with his wife. The story goes like this:



The pilot, Jon
Sloan, and his
wife happened
to be in the area
between flights
for a corporate
customer into the
Hailey Airport.
Seeing a couple
of airplanes on
the airport, Jon
went over to
take a look and
visit with Ray

Clayton, our seasonal caretaker.

Intrigued with the possibilities of bringing the
aircraft's owner up to see the Stanley Basin, Jon
determined that he might be able to land the
Starship without damage to the airstrip or the
aircraft. He carefully computed speeds, weights,
and density altitude information so that every
risk could be taken out of the operation.

To make a long story short, the next day the
residents in the area were witness to a most
unusual sight for any airport in Idaho, let alone
one considered to be somewhat remote. The
landing and subsequent takeoff of the Beech
Starship at the Smiley Creek Airstrip will linger
in the memory of everyone who saw it happen.

This is one tall tale that can boldly be told.

**GATHERING OF EAGLES BANQUET
TO BE HELD FEBRUARY 24, 1996!**

SEE PAGE 7 FOR DETAILS

IDAHO AVIATION LOSES A FRIEND

Our aviation family and community has been diminished by the recent loss of our friend **Marv Gregersen**, of Boise, who died in the crash of his aircraft in the Yellow Pine area on November 18, 1995.

Marv and two of his associates were returning to Boise after shutting down the Big Creek Lodge for the season when something went wrong. The wreckage was located in rugged terrain in the vicinity of the Profile Gap summit culminating an intensive three day search involving volunteer and Civil Air Patrol aircrews.

He was one of the rare people who could always be counted on to help when a project had to get done. He assisted in the maintenance of the Big Creek Airstrip, was very active and on the state board of the Idaho Aviation Association, and contributed to the success of the Idaho ACE Academy by teaching navigation and flying the students on familiarization flights.

I do not recall ever seeing Marv without a smile on his face. We will always remember this gentle man with a heart as big as the skies he loved to fly.

ARCO AIRPORT DEDICATED TO MEMORY OF BLAINE POPE

On a chilly, blustery Sunday afternoon in October a crowd of over 100 gathered at the Arco Airport to dedicate the airfield to the memory of long time airport committee member and chairman **Blaine K. Pope**. A stone surface monumental water fountain and bronze plaque declaring the airport to be known as Pope Field was unveiled. Several speakers memorialized Blaine and his efforts to upgrade the airport. The official name that will appear on aviation publications will be "Arco Pope Field."

CONDER RETURNS AS DIVISION ADMINISTRATOR

The Idaho aviation community will be pleased to find out that an old friend has returned to take on the challenge of guiding aeronautics programs toward the 21st century. Jim Conder has been selected by the ITD Director Dwight Bower, to become the new administrator of the Division of Aeronautics.

Many of you will remember Jim from just a few years ago when he was the Chief Pilot and Safety Officer for Aeronautics. He served in that capacity until early 1988, leaving to pursue career opportunities in the private sector.

Jim's aviation experience spans a very broad spectrum of operations and activities. He has a military background that includes flights world wide as well as assignment as liaison officer to the Idaho C.A.P.

Most recently, he has been flying the Cessna Caravan as a contract pilot for the Federal Express system in and around Idaho. Interspersed, Jim has had an affiliation with Air Serv International, managing programs and flying in Ethiopia for the non-profit humanitarian airlift organization.

We expect Jim to take over the reins December 4th. There will be a period of time needed for him to reacquaint himself with the staff and the status of the various programs already underway at the Division. Following that, as soon as possible after the holidays, you can bet that he will begin traveling to renew old friendships around the state.

We hope you will take the opportunity to visit with your new administrator when he is in your part of the state, or when you are in Boise. The process of communication has been and will continue to be the strongest connection we have with you, the people we are here to serve. Please help us keep the lines open by taking the time to welcome Jim Conder back.

IDAHO TRANSPORTATION DEPARTMENT

Governor *PHILIP E. BATT*

Director *DWIGHT BOWER*

Aeronautics Administrator *JIMMIE L. CONDER*

Aeronautics Advisory Board: Chairman *WILLIAM PARISH*,

Member *ROBERT HOFF*, Member *HARRY MERRICK*

Division of Aeronautics, 3483 Rickenbacker Street, P.O. Box 7129, Boise, ID

83707-1129

(208) 334-8775

Editor of the *Rudder Flutter*, John Maakestad

CARETAKER WANTED

The Idaho Division of Aeronautics is accepting applications for a summer caretaker position at the Johnson Creek Airport, located in the central Idaho mountains. Persons interested in applying should contact Aeronautics at 1-800-468-5865 (in-state) or (208) 334-8775 to request an application packet. Written requests may be submitted to: Attention: Airport Maintenance Manager, Idaho Division of Aeronautics, P.O. Box 7129, Boise, ID 83707. Applications will be accepted through January 31, 1996.

ARE YOU WILLING TO SHARE YOUR AVIATION KNOWLEDGE?

The Division of Aeronautics is looking for individuals all over the state who would be willing to share their love and knowledge of aviation with today's young people.

This will be your opportunity to help inform Idaho students of the many opportunities that may be available to them in the aviation field, if they choose.

Requests for career speakers are received by the Division from schools all around the state. We need local people to give local presentations. If you are interested in making presentations about aviation careers to students in your area, please call Pam Staton at 1-800-468-5865, or 1-208-334-8776.

To help you prepare for a presentation we have a suggested presentation outline, videos, and handouts that we will provide.

HAPPY NEW YEAR!

GRATEFUL THANKS!

In December of 1994, the Central District Health Department required the Division of Aeronautics to close the public showers at the Johnson Creek Airport due to contamination of ground water.

Although the Division received approval from executive management to replace the gray water/septic system, inadequate funding prevented us from being able to do so. With that in mind, a drive for donations spearheaded by **Mike Anderson** of McCall was put into play. The results were both astounding and gratifying. Within two months enough donations had been received to replace the entire system at a cost less than what would have been realized if the state had gone through the normal bidding process.

From September 26-29, 1995, an Aeronautics employee and **Dave McClintock** of Yellow Pine installed the system, locating the drain field on the west side of the airstrip. The final cost is estimated to be approximately \$7,000.

The Division of Aeronautics would like to extend a heartfelt thanks to Mike Anderson, **Joe Stancil** of Placerville, California, and all the donors who helped make this project possible. It is truly a pleasure to be able to work with and serve a group of people who support our efforts to this extent.

NEW RATINGS

INSTRUMENT

ED MCAVOY

Instructor: Inter-State Aviation, Inc.

MULTI-ENGINE

JENNY PERI

Instructor: Inter-State Aviation, Inc.

Congratulations!



IDAHO PILOT HONORED BY PACIFIC NORTHWEST AERIAL APPLICATORS ALLIANCE

Jay Morris, of Emmett, ID, was presented the prestigious Lester H. Mills Outstanding Achievement Award, at the Pacific NW Aerial Applicators recent convention in Portland, OR. The award was made in recognition of Jay's lifelong commitment and contributions to the industry.

Jay's dedication to aviation extends far beyond the involvement he has had with the agricultural aspects of aviation. He has been an active search and rescue pilot for the Idaho Division of Aeronautics, and has been recognized as an Idaho Safe Pilot for 41 years, logging over 20,000 flight hours and more than two million miles.

Many of you know Jay as the former fixed base operator at Emmett. He and his wife Judy operated Morris Flying Service for more than twenty years, before selling to pursue other business opportunities.

Jay Morris has a long way to go before he takes his last flight. If you want to visit with someone who knows a bit about the art of aviation, Jay Morris is someone worth spending time with.

BALDACHI BIDS FAREWELL

A certain sadness hovers over me as I write to tell you all goodbye. I have decided to accept an offer to go into private industry in a position that will, for the first time in my adult working life, take me out of aviation. By the time you read this, I will have departed for those greener pastures.

I want to try and relate to you in a very short column, the impact all of you have had on me since March, 1988, when I first signed on with Aeronautics.

Even though many of us have never met face-to-face, as members of the aviation family, we are friends. Because of that relationship, we have shared directly and indirectly, the successes and distresses of our brothers and sisters as they became known to us.

My travels around the state and region have helped me understand something about aviators. We are truly a different breed of cat. Generally that works in our favor, but occasionally we get trapped by our attitude. Never forget that a course of action that seems clear and obvious to you as a pilot may well be perceived as an impossible task to someone who may never have..."slipped the surly bonds...".

We are a collection of people who, despite many diverse backgrounds and interests, always seem to come together when a real threat emerges. I am always in awe and thankful for the volunteer ethic that is a strong characteristic of Idaho aviators.

I had intended to have some fun with future editions of the newsletter, by introducing the mythical character of Nino S. Baldachi, an historic figure noted for daring exploits and sometimes uncertain veracity.

ARTICLE CONTINUED ON PAGE 5

TO FILE OR NOT TO FILE? THAT IS THE QUESTION

Much of the information that follows was drawn from an article that appeared in the November 1995 edition of *Flying Magazine*. Our own experience in the search and rescue program tells us there is good reason to add some emphasis to the issue by including the following points in this edition of the *Rudder Flutter*:

Probably the majority of us have, at one time or another, filed and opened a flight plan for a flight, only to forget to close out after landing. While this is a matter of some embarrassment for the pilot, there are others in the search and rescue system who are required to react in various ways to ensure the best possible outcomes result for everyone involved.

As noted in the article, "Flight plans are a free form of insurance and...give searchers an idea of where to look for us when we don't show up when we were expected. With a flight plan on file, finding a downed aircraft can be very difficult; without a flight plan it's often impossible."

The Air Force Rescue and Coordination Center (AFRCC) reports that in more than 2,000 searches over the past ten years, there were only 46 missions in which the aircraft were never found. Of the 46 still missing, 36 had not filed a flight plan of any kind. This may be an appropriate time to note that as of this writing, there are no aircraft missing in Idaho.

Additional AFRCC data show that in a sampling of 950 successful searches during the same period, rescue forces have taken an average of 58 hours to find downed aircraft for which no flight plan had been filed. However, on the average, rescues took 30 hours for downed VFR filed aircraft and only 11 hours for IFR filed aircraft.

These numbers are powerful arguments for filing every time you go out to fly. Even if you may

feel there is too much external control over your flying activities, consider devising your own system that will ensure someone will report your absence if you do not show up after a flight. Give someone your intended route of flight and possible alternates, the "N" number of the airplane, and times you expect to depart and arrive. If you are reported overdue or do not remember to close your flight plan this information will be of great help if a ramp search has to be made.

All of us in the search and rescue business recognize the occasional frustration you may encounter when you get put on hold at the local Flight Service Station, trying to file or get a weather brief. Just remember, the extra 15 minutes you have to spend in the warmth making the call may save you 15 hours of discomfort in the woods waiting for rescue.

FAA - BOISE AUTOMATED FLIGHT SERVICE STATION

For preflight briefing and flight plan filing in Idaho: **1-800-WX-BRIEF = 1-800-992-7433.**

Clearance delivery or closing flight plan **only** call: **1-800-253-3459.**

BALDACHI BIDS FAREWELL - CONTINUED FROM PAGE 2

Through him, we could have taken some unusual but interesting directions in *Rudder Flutter* stories. Maybe at another time.

Before I shut this down, I want to thank all of you for keeping me honest when you questioned me, and for keeping me educated when you informed me. I guarantee you that this has been an enjoyable and rewarding part of my life I will never forget. Happy holidays to you all and fly safe.

John Maakestad

MORE FAA REFORMS PROPOSED IN CONGRESS

Apparently not to be outdone by the House, the Senate will consider legislation proposed by Arizona Senator John McCain and Kentucky Senator Wendell Ford, to effect change in the structure and operating policy of the FAA.

According to an article in the October, 1995 issue of *Professional Pilot*, the Senate version of the legislation would leave the FAA in the DOT, however some significant user fees would be mandated and would apply to overflights and business jets.

While it is improbable that a large number of general aviation pilots would be affected under the business jet application, it does not take a rocket scientist to figure out that ultimately, GA pilots will wind up bearing some part of the cost to fly the not so friendly skies.

Not surprisingly, most of the alphabet organizations are gearing up to voice their opposition to the Senate proposal. By the same token DOT Secretary Pena and FAA Administrator Hinson are on record in support of the McCain-Ford bill.

This is a battle worth waging folks. As general aviators, we have a vital stake in how these legislative actions are pursued. On the whole, the federal government has little at risk by taking action which may prove lethal to the general aviation industry. The small victory with the statute of repose legislation will not save GA. Just the suggestion that user fees may be instituted to include GA operations should be enough to set your hair on fire and get you involved.

Take the time to call your representatives in the Congress and ask for information regarding these two proposals. We will do our best to keep you informed, but we don't always get first

hand information either. If you belong to an aviation organization, use the resources of the group to gain information. Don't be the last one at the airport to turn out the lights.

UPCOMING EVENTS

JANUARY

27-28 Rod Machado Aviation Seminar.
Boise, ID. See enclosed flyer.

FEBRUARY

10-11 Northwest Aviation Conference and Trade Show. Tacoma, WA.
Brian Holmes, (800) 552-0666.

17-18 Flight Instructor Refresher Clinic.
Boise, ID. (208) 334-8776.

24 Gathering of Eagles.
Post Falls, ID. (208) 334-8776.

28- Montana Aviation Conference.
Mar. Helena, MT. Montana Aeronautics
2 Division, (406) 444-2506.

MARCH

1-3 National Warbird Operators Conference (4th Annual). Galveston, TX.
(414) 426-4874.

MAY

11 Mountain Home AFB Open House.
(This date is tentative as it will depend on the schedule of the Thunderbirds.)
Public Affairs Office, (208) 828-6800.

18 Fly In. Taylor Aviation. Emmett, ID.
(208) 365-4598.

JULY

22-23 Airshow. Idaho Falls, ID.
Idaho Falls Airport, (208) 529-1224.

Do you have an upcoming event you would like to appear in the *Rudder Flutter*? Drop us a note with the date, event title, contact person, and phone number. Our address appears on page 2.



ANNUAL GATHERING OF EAGLES

The annual **GATHERING OF EAGLES** event in northern Idaho (Coeur d'Alene area) will be held at Templin's Resort Hotel in Post Falls. The date for you to mark on your calendars is February 24th.

In conjunction with the traditional Saturday night banquet we will be having Safe Pilot Seminars during the day from 9:00-11:30 and 1:00-3:30. Our guest speaker for the banquet will be our new State Aeronautics Administrator Jimmie Conder.

Your dinner selections may be either chicken teriyaki or apricot brandy pork. Dinner, dessert, tax, tip, and great entertainment will only cost you \$16.00 per person. There will be a no host social hour from 6-7:00 p.m. Dinner will be served at 7:00 p.m.

Please use this sign up form to make your reservations now! Everyone is invited to attend. The "Gathering" is always a great way to get your motor started up for the new flying year.

Yes, I would like to make reservations for _____ person/people at \$16.00 each for the annual **GATHERING OF EAGLES** banquet in Post Falls at Templin's Resort Hotel on Saturday, February 24, 1996. Enclosed is my check for \$ _____ made payable to "Aero Convention".

CHECKS MUST BE RECEIVED BY FEBRUARY 19, 1996.

My dinner choice is (please choose one for each reservation made):

_____ Chicken Teriyaki

_____ Apricot Brandy Pork

Please mail my tickets to: (Please print)

NAME: _____

ADDRESS: _____

CITY: _____ ZIP: _____

Send completed form to: **IDOA - Special Events**
P.O. Box 16626
Boise, ID 83715

For more information, please contact the Division of Aeronautics at 1-800-468-5865 (toll free in Idaho) or (208) 334-8776. We will see you in Post Falls!

SPECTER II KIT MANUFACTURER PREPARES TO TAKEOFF IN BANCROFT

The rolling hills of southeastern Idaho do not look a lot like the coastal shores of North Carolina, but soon they will be the launching point of an event that will be very similar to that historic first flight at Kitty Hawk almost one hundred years ago.

Jim Gessford, President of MNK Enterprises in Bancroft, Idaho, is the designer and developer of the Specter II Composite Kit Aircraft, a sleek appearing airplane with some interesting performance projections.

A key feature of the Specter will be how easy it will be to put the aircraft together, and how little time it will require. Construction is facilitated by a proprietary molded sandwich construction technique and the kit comes with all major structural items already bonded in place.

Incorporating a stall resistant canard design and large area wing, the Specter II will be a short takeoff and landing phenom, and will allow the recreational pilot to feel comfortable in the flight environment without extensive training.

The Specter II is designed to operate with a Formula Power 118hp Subaru Conversion Engine, with a design performance stall speed of 50mph, and cruise speed of 140mph. The cockpit is a two-seat tandem design with the engine mounted in the rear. Visibility is enhanced with a very large canopy providing a panoramic view.

If you would like more information about this exciting new aircraft with a made in Idaho label, call Jim Gessford at (208) 648-7668, or write to him at P.O. Box 87, Bancroft, ID 83217.

**IDAHO DIVISION OF AERONAUTICS
3483 RICKENBACKER/P.O. BOX 7129
BOISE, ID 83707-1129**

(ADDRESS CORRECTION REQUESTED)

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